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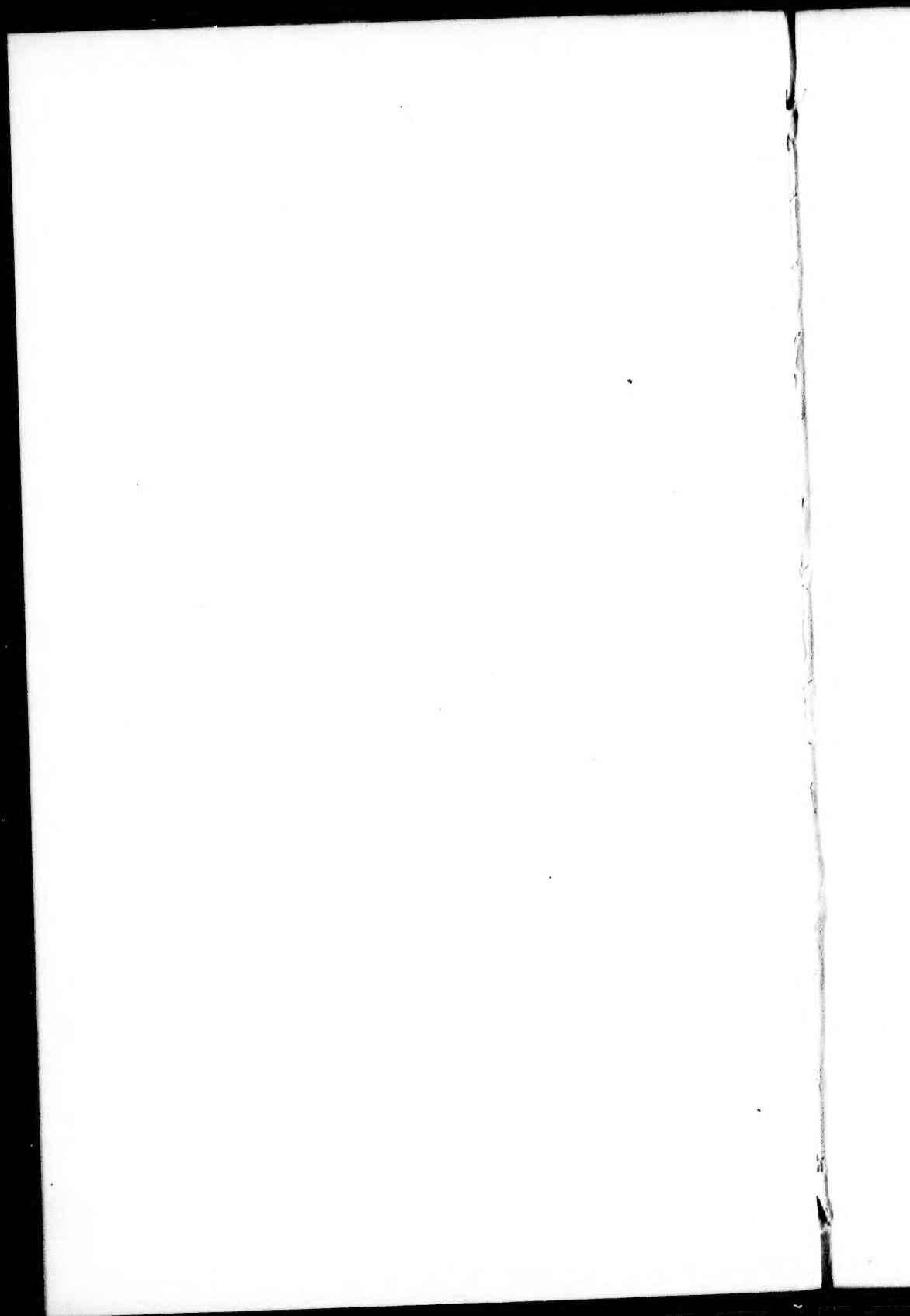
With Mr Gould's respects

SKETCH
OF THE
TRADE OF BRITISH AMERICA.

WRITTEN ORIGINALLY FOR THE
NAUTICAL MAGAZINE;
WITH A FEW ALTERATIONS AND ADDITIONS.

BY NATHANIEL GOULD, ESQ.

LONDON:
H. FISHER, R. FISHER, & P. JACKSON.
1833.



SKETCH OF THE

TRADE OF BRITISH AMERICA.

To the Editor of the Nautical Magazine.

London, February, 1833.

SIR—At a period when, from various authentic returns, there is reason to apprehend that the *foreign* trade of this country, whether in manufactures or shipping, is rapidly on the decline, our colonies increase in national value and importance. Those of BRITISH AMERICA in particular, whether as presenting a most extensive and progressively increasing market for our manufactures, a wide field for the employment of British shipping, or offering the ready means of relieving a redundant population, and of augmenting the mass of human happiness, claim our particular consideration. With my best thanks for the insertion of my article on the "*Pines of Canada*," in your December number, I again accept with pleasure, the offer of your columns for a few short, but, perhaps, not unimportant observations upon the trade and circumstances of our North American colonies, which I trust will be shortly exhibited more at large by a very talented friend* most intimately acquainted with the subject.

I remain, Sir, your most obedient servant,

NATHANIEL GOULD.

It is greatly to be regretted, that in CANADA there should exist continued discordances among its population. This may not be the proper place to discuss a matter of so much importance, arising from various causes, of which perhaps the division of the country into two provinces is not the least. By this division, the quarrels, arising from the marked differences in the moral and physical characters, as well as in the language, laws, and religion, of the ancient French population of the lower province, and the more recent British inhabitants of the upper province, are perpetuated instead of amalgamated: and commercial jealousies are also created, in consequence of *both* the ports of entry and the house of assembly (which regulates the duties, &c.) belonging

Note—By the official return of vessels passing the Sound, it appears that there were 1447 fewer *British* vessels in 1832 than in the preceding year. In the port of London, the arrivals of ships were 1592 less, and in the port of Hull 478 less.

* Henry Bliss, Esq., Commercial Agent for the North American Colonies.

to the less commercial people. Among the peculiar means by which these differences are kept up, a main one is undoubtedly the appointment of a "*Committee of Grievances*," and the keeping in London an agent, ambassador, or delegate, from the House of Assembly of the *Lower Province*, to force attention to these reputed grievances at the Colonial Office. So long as this gentleman's services are retained at the fee of from £1,000 to £2,000 per annum, there can be little fear but grievances enough will be found out. The gentleman now here is a member of the Legislative Council! These facts are merely stated, to shew the extreme capability of the country, the extent of its resources, and the energy of a large portion of its population, by which, in spite of these and other drawbacks, such progressive and rapid advances in cultivation, wealth, and literature, have been made. If this attempt, limited as it is by the space in which it is necessarily confined, fails to convince those who are sceptical of the advantages accruing to the nation from colonial protection, it will arise not from the real importance belonging to the system, but from the inability of the advocate. It is hoped that it will at least tend to induce a consideration of the subject from those who may have adopted, at second-hand, certain fashionable but novel doctrines, by the adoption of which, one stroke of the pen may inflict an irremediable injury upon various great and important national interests.

To an isolated, energetic, and densely populated country, the possession of colonies is one of the greatest boons of Heaven; whether such possessions be considered as affording the means of equipping a large and efficient navy in times of need, as offering scope for the employment of capital and talents, or as presenting a field for the emigration of a people hemmed in on all sides by the ocean. Although, to any *great* extent, emigration has existed for a few years only, its present amount is astonishing to every one who duly considers the subject. In the present day, it is a movement of the people, independent of their rulers—the spontaneous effort of an overgrown people itself; in fact, a measure of necessity rather than discontent. It resembles a stream from an overflowing fountain, which may be guided but cannot be stopped; and the only question now is, how that stream shall be directed so as to be most useful to the emigrants themselves, and to the interests of the mother country; whether, in fact, they shall expatriate themselves from all connection with the land of their fathers, or continue that connection, adding to its resources by their industry, and the consumption of its manufactures, whilst, in return, it secures to them protection for their produce in the home markets.

The astonishing number of 51,254 *Emigrants* arrived at Quebec in the year 1831, viz.:

From Ireland	34,133
— England and Wales	10,243
— Scotland	6,354
— Newfoundland, Halifax, &c.	424

51,154

Of these, 26,500 are stated to have proceeded to the upper province, and there settled; 17,000 to have remained in the lower province, many of them finding immediate employment on public works, in the lumber trade, and various branches connected with shipping; the remainder, it is presumed, crossed over to the United States. In the last year (1832) nearly 52,000 arrived, and, notwithstanding the severe calamity and affliction attendant on the breaking out

of the cholera,* which raged there with extreme violence, it is stated upon good authority, that 30,000! have been settled in the upper province alone, while so small a proportion have crossed to the United States that it is thought at least as many have entered the Canadas from thence. The greater numbers, it will be seen, have uniformly proceeded to the upper province, induced thither by the facilities afforded to them, in purchasing and settling on lands, by the *Canada Land Company*; indeed, to the establishment of this company, the rapid improvement and superior energies evinced in the province may be attributed. Assisted also by the zealous interest taken by the governor, *Sir John Colborne*, in the improvement of the province, and the welfare of the emigrant.

A tax of 5s. per head is now payable by the ship-owner to provide a fund for the relief of the absolutely destitute emigrant. But as both Ports of Entry are in the lower province, the whole of this tax is collected and appropriated by the authorities within the same, although hitherto two-thirds of the emigrants have proceeded to, and settled in the upper province. This has added to former causes of discontent, and has been strongly animadverted on in the House of Assembly of that province, and protested against.†

The *Montreal Emigrant Society* during the last year, forwarded to their destination, or otherwise relieved 10,744 of these poor creatures, at an expense of £2,126. 11s. 4d., or 4s. 11d. per head. Too much praise cannot be bestowed on the exertions of those pure philanthropists who, during a season of such distress and danger, gave up their time, money, and health, to so worthy a purpose. Of this number there were,—*Irish*, 6,854—*English*, 2,865—*Scotch*, 856—*Welsh*, 169.

Be it remembered that the number here stated are emigrants to *Canada alone*—New Brunswick, Nova Scotia, Prince Edward's Island, and even Newfoundland, not being without such an influx, though to a less extent.

From the habits of life to which the British emigrants have been accustomed, the consumption of British manufactures, teas, and imported goods generally, is much greater in the upper than in the lower province, in proportion to its population, increased as it is in the lower by the advantageous expenditure and consumption of the great number of seamen who stay from one to two months, during the season, at Quebec and Montreal. It is to be regretted, that the intentions of the *British American Land Company* for the lower province have not yet been carried into effect, as, by making roads, constructing bridges, and otherwise offering facilities to emigrants, numerous settlers would be induced to "locate" themselves in that province, within a hundred miles of the two great markets of Quebec and Montreal; thus introducing new wants, new capital, new energies, and, what is most required, *new feelings*, among those *innocent* descendants of the first French dispossessioners of the Indians, who have *erroneously* assumed to themselves the name of "Canadian."

A party of these in the H— of A—, possessing a great majority, are violently opposed to emigration, and are actually laying *claim* to the undoubted

* This disease broke out at Quebec on the 9th June, 1832, the whole city being thrown into consternation by the report of fifteen cases in the preceding twenty-four hours. The wind had been for twenty-six days constantly from the eastward, with the exception of two days, during which numerous vessels with emigrants had arrived, but till that day no disease had appeared. It is worthy of remark, that *Captain Bayfield*, of H.M. Ship *Gulnare*, sailed on the evening of that day on his surveying cruise, with a westerly wind; and as she dropped down the river the same night, man after man fell sick with violent bowel-complaints, and all were seized with alarm; but as they approached the Gulf, recoveries began, and in a few weeks all disease had disappeared. About one-tenth of the whole population of Quebec were carried off by the disease. There has not been a case in Canada since October.

† Petitions to His Majesty have been agreed to by both branches of the Legislature of the Upper Province, against this tax.

possessions of the crown as "les enfans du Sol!" with the intention of keeping every thing *British* out of the province.

It is a somewhat curious circumstance that M. Pothier, the commissioner for the lower province for settling the amount of duties, &c. between both, lays claim to a larger proportion than his brother commissioner for the upper province is willing to concede, on the very ground that the lower province was about to receive a large accession of population, &c., from the useful exertions of this projected company.

The general trade of the North American colonies is thus stated :

*Arrivals and Clearances of Vessels in the North American Colonies in 1831.**

PORTS.	ARRIVALS INWARDS.			CLEARANCES OUTWARDS.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Quebec	1,111	277,844	12,762	1,102	275,673	12,586
St. John's, N. Bruns.	1,708	203,907	10,184	1,710	212,734	10,319
Halifax	1,573	173,392	7,341	1,742	186,824	8,417
St. John's, Newfoundld.	845	89,929	5,385	812	86,355	5,021
St. Andrew's	1,106	53,709	3,555	618	52,997	2,926
Prince Edward's Isl.	311	16,123	952	382	22,085	1,201
Total.....	6,654	814,904	40,179	6,366	836,668	40,470

Of which nearly one-half is with the United Kingdom, one-fourth between the British American colonies themselves, about one-eighth with foreign countries, and above one-twelfth with our West Indian islands.

Here then is an amount of tonnage, an employment for British capital and British labour, the *possible* loss of which, from any cause, direct or indirect, cannot be contemplated without the apprehending of consequences the most serious to national prosperity.

As it will be impossible, in the space that can be allowed in this work, to give a detail of the trade of *each* particular colony, it must be sufficient to insert that of Quebec; stating, however, that it bears only a proportion of about one-third to the whole, and that each colony has some particular articles of commerce almost peculiar to itself.

COMMERCE OF LOWER CANADA.

Imports into Lower Canada, by sea, of the principal articles of Trade and Commerce in 1831; with the number of vessels arrived, &c. Compiled from the Quebec Commercial List of 7th March, 1832. To which is added an estimate of the value of said Imports.

	Vessels.	Tons.	Men.
At Quebec. Vessels with cargoes	541	1,027	263,519
in ballast	486		
At Gaspé and New Carlisle.	84	14,321	774
Total.....	1,111	277,840	12,766

* The official returns for 1832 not having arrived, we here give those for 1831, premising that the imports have been about the same.

	Gallons.	Estimated Price.	£.	s.	d.
Wine, Madeira	32,699	7 0	11,444	13	0
Port	56,222	5 6	15,461	1	0
Spanish	155,627	1 8	13,052	5	0
Teneriffe	29,029	2 4	3,386	14	4
Sicilian	15,596	1 8	1,299	13	4
Sherry	21,886	2 9	3,009	6	6
Fayal	532	2 1	55	8	4
Rhenish	424	10 0	212	0	0
Lisbon	13,095	2 9	1,800	11	3
Cape	10,191	2 9	1,401	13	6
French	7,244	2 6	905	10	0
Pico	5,379	3 0	806	17	0
Jamaica Rum	270,686	3 0	40,602	18	0
Leeward Island	1,157,507	2 6	144,699	12	6
Brandy	64,215	5 0	16,053	15	0
Gin	73,414	4 9	17,435	16	6
Whiskey	1,507	2 3	169	10	9
Molasses	102,166	2 0	10,216	12	0
Refined Sugar, lbs.	1,084,889	0 6	27,122	4	6
Muscovado do.	5,936,146	0 4	98,935	15	4
Tea	587,171	2 9	80,736	8	6
Coffee	119,164	0 10	4,977	13	4
Leaf Tobacco	119,622	0 6	2,990	11	0
Manufactured do.	60,691	0 7½	1,896	11	9
Salt	324,040	0 10½	13,501	13	4
Ditto	53				
Value of Merchandise, paying 2½ per cent. <i>ad valorem</i> duty, ..			1,317,950	11	11
Value of Merchandise, duty free,			25,779	5	5

Total, Halifax currency..... £1,855,902 13 1

Total Export of the principal Staple Articles from Lower Canada, by sea, in 1831; also the number of vessels cleared, &c.; with an Estimate of the value of said Exports.

	Vessels.	Tons.	Men.
Cleared from Quebec	1,044	296,765	12,058
from Gaspé and New Carlisle	57	8774	251
Total	1,101	275,538	12,579

		Estimated Price.	£.	s.	d.
Masts and Bowsprits	ps. 885	200s. Od.	8,850	0	0
Spars	1,758	35s. Od.	3,076	10	0
Oak Timber	tons 18,672½	40s. Od.	37,345	0	0
Pine do.	do. 193,765½	15s. Od.	145,324	2	6
Ditto (from Gaspé)	ps. 643	15s. Od.	482	5	0
Ash do.	tons 21,015	17s. 6d.	1,763	2	6
Elm do.	do. 10,659	17s. 6d.	9,326	12	6
Birch, Maple, &c.	do. 1,308	17s. 6d.	1,144	10	0

N.B.—Of the Vessels cleared from Quebec, nine were built this year, tonnage 3250; and one foreign vessel in ballast, 136 tons, seven men.

		Estimated Price.	£.	s.	d.
Standard Staves and Heading ..	ps. 1,372,648	30l. pr. 1200ps	34,316	4	0
Pipe & Punccheon Staves and Heading p.	3,314,593	8l. per do.	22,097	5	9
Barrel Staves	ps. 879,116	5l. per do.	3,662	19	8
Deals, 3 inch	1,646,795	120s. pr. 100ps	98,807	14	0
Boards and Planks	107,108	90s. do.	4,819	17	2
Ditto (from New Carlisle)	feet 10,180	3½d. per ft.	31	16	3
Battens	ps. 29,738	30s. per 100	446	1	4
Lathwood	cords 1,892	20s. Od.	1,892	0	0
Ashes, Pot, brls. 30153 wt. 131875 cwt. 3qr. 13lb.		32s. 6d.	214,298	5	8
Do. Pearl, brls. 19763 .. wt. 68474 cwt. 1 qr.		35s. Od.	110,829	18	9
Flour	brls. 81,114	35s. Od.	141,949	10	0
Do. half do.	348	18s. 6d.	321	18	0
Wheat	minots 1,329,269	6s. 8d.	443,089	13	4
Pease	do. 7,124	3s. 6d.	1,246	14	0
Oats	do. 35,246	2s. Od.	3,524	12	0
Barley	do. 11,161	3s. Od.	1,674	3	0
Pork	barls. 8,292	65s. Od.	26,949	0	0
Do. half do.	902	33s. 6d.	1,510	17	0
Beef	barls. 4,351	37s. 6d.	3,158	2	6
Do. half do.	1,359	20s. Od.	1,359	0	0
Biscuit	cwt. 7,210	17s. 6d.	6,308	15	0
Tobacco, leaf, hlds. 46	lb. 31,301	Os. 6d.	782	10	6
Do. (suppose manufactured)	4,306	Os. 8d.	143	10	8
Snuff	lb. 446	Os. 9d.	16	14	6
Fish Oil	gallons 54,582	1s. 6d.	4,093	13	0
Furs and Peltries			85,909	18	8
Vessels built in Lower Canada this year, 9; tons 3250		10l.	32,500	0	0

Total, Halifax currency £1,467,052 16 10

COMMERCE OF MONTREAL.*

Statement of Wines, Spirits, and other Articles, entered at the Port of Montreal, from 6th July to 10th October, 1832.

	Duty.
1354 gallons Madeira	50 15 6
95744 do. Wines	2,393 12 0
46308 do. Gin and Brandy	1,157 14 0
6535 do. Rum	163 7 6
228 do. Whiskey	2 17 0
212908 lbs. Refined Sugar	887 2 4
5368 do. East India Sugar	11 3 8

* Montreal has but recently been allowed the privileges of a Port of Entry—to which it is well entitled. But for the difficulties at certain seasons attending the navigation of large vessels through *Lake St. Peter's*, nearly three-fourths of the imports of the country would be entered at Montreal.

The Legislature has, within the last three years, appropriated large sums to the improvement of the "Port," and their intentions have been most usefully, ornamentally, and economically carried into effect by Captain Piper, R.E. It is also hoped, that ere long a channel may be made through the shallows of the lake: Captain Bayfield, R.N., has surveyed, and made a most elegant and scientific report on the causes and remedies of this evil.

	Duty.
24,034 do. } Teas	5,886 16 6
39,285 do. }	
297,516 do. }	
5,400 packs Cards	45 0 0
291 minots Salt.....	4 17 0
	<hr/>
British Manufactured Goods, £167,577. 14s. 6d.	10,603 5 6
	4,189 8 10
	<hr/>
	14,792 14 4
Crown duties on Wines, Spirits, and Whiskey, 3453l. 4s. 6d. }	
sterling, or in currency, dollar at 4s. 4d. }	3,984 14 4
	<hr/>
Gross amount this quarter, Halifax currency*.....	18,777 4 1

It will be well to bear in mind, that the value of the timber shipped at Quebec, as stated at £378,386. 0s. 8d. is only the *first* cost before shipping; to which all charges are to be added, the *freight* alone of square timber paid to the British ship-owner being above twice its first cost! And also, that on *nearly a million and a half of value in British manufactures* only 2½ per cent. duty is collected; such a *minimum* of duty being no where in existence except in our colonies. The progressive import of *British* manufactures seems to exceed the increase of population. *It has increased above 40 per cent. in three years!* In fact, the small population of about *two* millions in our North American colonies take a larger amount in our own manufactures of cotton, woollen, hardware, and cutlery, than more than *one hundred* millions of France, Russia, Prussia, Denmark, Sweden, and Norway!

Of the *real value* of the aggregate imports into, and exports from, the *whole* of the British American colonies, the means of giving an account are not at hand; but the three which we are enabled to exhibit will afford some scale for calculating the values of those of the four others, viz.:

	Imports.	Exports.
Quebec	£1,855,902	£1,467,052
Halifax	1,447,643	827,460
St. John's, New Brunswick....	507,184	348,584
Prince Edward's Island	_____	_____
St. John's, Newfoundland	_____	_____
St. Andrew's	_____	_____
Hudson-Bay	_____	_____

By reference to the tables for *Canada*, it will be seen that the quantity of wheat and flour exported from thence in 1831, was, of the former about 175,000 quarters, and of the latter 81,288 barrels. This produce has greatly increased of late. Wheat and flour have not been articles of export for many years, but agriculture is now making rapid strides in Canada, particularly in the upper province; and although it may be regretted that the exporting merchant has generally been a severe loser by his operations, the agriculturist has reaped the full advantage of high prices, and the protection afforded him in the home

* The increase of the trade of Montreal in 1832 over 1831 is thus stated:

Years.	Vessels.	Tonnage.	Amt. Provin. Duties. Currency.	Crown Duties. Sterling.
1831	80	19,085	£24,646 5 9	£4,492 19 3
1832	117	27,704	46,848 5 11	10,640 18 2

market. It is at the same time sufficiently clear, that without the present protection by differential duties on its bread stuffs, that Canada could in no way compete with the foreigners either of Europe or of her own continent. The proximity of the former, the cultivation by *serfs*, low rate of labour, and *lightness of taxation*, as well as the superior advantages of climate, and constant access to sea navigation, in the latter, render it impossible. The very knowledge that the *whole value* given from the sowing to the consuming is paid as the wages of labour to our own countrymen is convincing as to the propriety of such protection, even to a greater extent than at present exists; which allows colonial wheat to come in at 6d. per quarter duty when the average is above 67s., and at 5s. per quarter duty when it is below that rate. The length of the voyage from Canada to England operates greatly against wheat shipments: not above one season in three does it escape heating and serious damage; whether this be owing to the change of atmosphere on the voyage, or to some inherent quality in the grain, has not been decided.

But it is to the *Timber Trade* of these colonies that Great Britain should look most particularly for national benefit. The *timber trade*, in itself, independent of the employment of a very considerable part of the population within the colonies, gives also employment to at least 1400 sail of vessels, navigated by above 20,000 seamen, in its transport! the *whole value* of which is paid to our own countrymen, either for labour in cutting, expense of transport, or duty. The *lumberer* is the *advanced guard of all improvement*; it is he that first explores, and then invades, the forest; it is through him that the knowledge of the most valuable soils is acquired; from him that the situation and direction of navigable rivers and streams is ascertained; and in the following of whom, when at distances from the ports of commerce, new settlements are made, and cultivation commenced. Above all, it is by means of the *lumber vessels* going out in ballast, that a "CHEAP BRIDGE" is made for the passage of *Emigrants*. Who, that has any acquaintance with the theory and practice of commercial exchange, will not acknowledge that the abstraction of the value of 1400 cargoes of timber, and all the concomitant expenses of so many vessels, would undoubtedly raise the value of exchange, and thus increase the cost of our manufactures to the colonial consumer, whilst it would to the same amount limit the colonial import thereof.

In the province of Lower Canada, from which only we have official returns, there exist in the

		Saw-mills. Potash Factories.	
District of Montreal	.....	251	.... 462
— Three Rivers	.....	135	.... 22
— Quebec	.....	348	.... 5
— Gaspé, Co. of Bonaventure	.....	3 —
		737	.... 489

It will be seen on reference to the table of exports, there were exported from Quebec in 1831, of deals of 3 inches, 1,646,795; boards and planks, 107,108; and of ashes, 30,153 barrels of pot, and 19,763 barrels of pearl.

It is to be regretted that the limits necessary for this article do not permit the introduction here of other tables, as the lumber trade of NEW BRUNSWICK would have made a most important addition to the Quebec shipments of lumber. In this province indeed it may be considered the only export in return payment for the manufactures and other articles from Great Britain.

At the port of St. John's, 232,515 tons of square timber, besides masts, staves, and lathwood, were shipped in the year 1831.

The *Deal Trade* is also extensively carried on in this province, and though forming only a part of the lumber trade, presents the following statistical table:—

Value of Saw-Mills and Mill Property in the Province of New Brunswick.

COUNTIES.	Establishment for sawing Deal.	Estimated value of the Mills, including all improvements, say Privilege, Site, Sluices, Land, Dams, Piers, &c. &c.	Estimated quantity of Lumber sawed at the Mills during the year.	Estimated value of Lumber, when sawed and carried to places of shipment.	Number of Men employed Logging, Sawing, and bringing to places of shipment.
		£.	Feet.	£. s. d.	
Saint John County ..	29	31,700	11,305,000	28,262 10 0	320
King's do. . .	30	14,800	3,905,000	9,785 10 0	287
Gloucester do. . .	7	15,500	2,920,000	6,050 0 0	105
Westmorland do. . .	53	18,530	8,805,000	22,012 10 0	324
Kent do. . .	10	6,950	2,650,000	6,575 0 0	84
Northumberland do. . .	15	44,350	15,600,000	39,800 0 0	800
Sunbury do. . .	7	8,500	4,500,000	11,250 0 0	103
Queen's do. . .	6	9,200	6,200,000	15,500 0 0	118
Charlotte do. . .	42	64,500	38,955,000	99,475 0 0	1357
York do. . .	29	18,000	9,000,000	22,500 0 0	300
Grand Total. .	228	232,030	103,840,000	261,207 10 0	3798

In addition to this mass of employment, must be added the number of persons engaged at the places of shipment, in lading, trimming, piling, and shipping; the greater part of which duty is performed by *emigrants* on their first arrival, by their earnings, in which the sober and industrious among them are enabled to proceed into the country, and "locate" themselves on land. It has indeed been calculated, that 16,000 persons are employed in the *deal trade alone*, within the province of New Brunswick, independent of the crews of coasting vessels and mechanics.

The number of *vessels built in Canada* last year is only nine, the difficulty of finding profitable employment for them is the cause of so great a falling off. There were built in the last seven years as follows:—

Built in the Province in	1825	61 Vessels,	22,636 Tons Register
in 1826	59	....	17,823 ..
in 1827	35	....	7,540 ..
in 1828	30	....	7,272 ..
in 1829	21	....	5,465 ..
in 1830	11	....	3,059 ..
in 1831	9	....	3,250 ..

So that *Canada* no longer interferes with the ship-building of the *United Kingdom*, an argument so constantly made use of as accounting for the decrease

of ship-building at home. It may perhaps be much nearer the truth to assert, that the unremunerating rates of freight to the British ship-owner arise more immediately from our "*Reciprocity System*," by which the lightly or untaxed, and cheap-living foreigner, is allowed to bring us his own produce on equal terms with our own highly-taxed and expensively-living countrymen. It may not be out of place to give here

The Comparative Cost of Building, Provisioning, and Sailing a Vessel of 400 tons, for one year, from a Baltic and an English Port.

	Baltic.	English.
Cost of Building .....at £6 10 0 per ton, £2,600 ..	£12 10 0	£5,000
Wages of Captain 2 10 0 pr.month,	30 ..	10 0 0 120
2 Mates 1 10 0	36 ..	4 10 0 108
Seamen, 23 .. 0 18 0	248 ..	20 2 5 0 540
Victuals both in food&price 0 0 7 per day,	278 ..	0 1 0 420
Wear & Tear, 10 per cent. on first cost,	260 ..	500
	£3,452 ..	£6,688

There is a small difference to come to the credit of the English ship on the premium of Insurance, equal to about one per cent. on the value of the ship and freight.

N.B.—Both these vessels are admitted into our ports upon precisely equal terms!—surely advantage enough, without giving at the same time a preponderance, by reducing the protection on our largest article of carrying, *Timber*, at a moment when the foreign and colonial are now so exactly poised, that thereby the public gets the benefit of the competition—a slight difference being sufficient to give a monopoly to the more favoured one.*

Ashes, which were formerly the most valuable export from Canada, next to its furs, (now monopolized by the Hudson's Bay Company,) are likely to fall off rapidly; the low rates at which substitutes are brought into the markets by the modern improvements in chemistry, will prevent their manufacture, though the trade will be carried on long, even for many years, after it has ceased to be remunerating, it will at last die.

It will be seen that *Tobacco*, to a small extent, forms a part of the Colonial export. It is grown in the "far west" of the colony, particularly about the head of lake Erie, by *FREE born blacks*, from the United States, who have been driven from the land of their birth by the operation of severe and unchristian-like laws, although the first article in the code of their oppressors is, that "every man is equal." The quality of this article is remarkably good, but the immense distance of inland conveyance prevents it becoming an export article of much extent, even under the existing protection of three-pence per pound. There is no doubt that, a little further extension would greatly increase its export, to the manifest advantage of the colony, and the shipping interest of Great Britain.

It has long been hoped that *Hemp* would have been grown as an article of commerce. Some attempts have been made, and in such cases with success as to the growth, but machinery for its preparation being expensive, has never been erected, and now, by the recent *customs' bill*, the protection heretofore given, and intended to promote its growth in the Colonies, has for some reason been withdrawn, so that there is now an end to the expectations of supply from

* With some persons it is a favourite maxim, and an invidious one to refute, that lowness of price constitutes cheapness; and, though this be one of the favourite axioms of the *Economists*, its validity is at least questionable. What has brought 100,000 of O'Connell's boys from their own *cheap* Ireland to eat the *dear* loaf of London, if low price alone was the proof of cheapness? The fact is, that *cheap* is merely a *comparative* and not a positive term, and that which may be cheap at the price under some circumstances, may be dear enough under others.

thence. The *soil* of a considerable portion of the already settled parts of both provinces is peculiarly favourable to its production; and had the protection been continued, there is little doubt, from the increase of capital in the province, that it would shortly have been made an article of export, and eventually have made Great Britain independent of Russia for her supply of this necessary material of naval equipment.

For several descriptions of *Seed*, viz. clover, trefoil, carraway, and coriander, many parts of both provinces are from soil and climate particularly suitable; but when an application for a protecting duty for their admittance to the home market was thought of, one of the principal agriculturists of the colony said, "From past and recent experience, I am too wise to alter the cultivation of my land on the faith of a customs' bill."

In fact, it is the uncertainty of the duration of our acts of parliament respecting the colonies, that more and grander results have not been accomplished; the vacillation and changes in regard to that most valuable part of colonial trade, viz. *between the Colonies themselves*, have brought many of the most enterprising colonists to ruin: at one time the preparation of staves, shingles, and provisions; at another time, the breeding of horses, is entered upon with vigour of mind, and extensive outlay of money; and, perhaps, in one short year, the trade for which the articles were intended, is diverted to foreigners, by a customs' bill, an order in council, or an act of parliament.

Coals, though imported to Canada as ballast to a considerable extent, are not noticed in the list; the quantity is about 20,000 tons per annum; they are sold at so low a rate, that an attempt to supply the Canada markets from Nova Scotia has been a failure; Coke from thence is, however, likely ere long to be in demand for steam and other purposes. English coals were 9d. per bushel in January.

It would extend this article to an inconvenient length, were the various improvements in the internal communications within the provinces, recently executed or contemplated, noticed as they deserve. Improvements by which the falls of the mighty *Niagara* are overcome, and the vast inland seas of the country brought into connexion, and made subservient to the trade and resources of the mother country;—the *Rideau Canal** alone, with its many stupendous backwaters, forming, from a small stream, lake navigations from ten to twenty miles in length, opening the forest to civilization, and forming a military passage to the upper province, in case of necessity—would require a volume to do it justice. It deserves notice, that the house of assembly of the *Upper Province*, duly impressed with the value of such works, has recently passed a vote of £70,000 for the improvement of the navigation of the *St. Lawrence*, and £25,000 for the completion of the *Welland canal*; but such improvements are not confined to the *Canadas*, though only mentioned here. *Surely, nothing can be contemplated that may endanger or neutralize the benefits which may fairly be anticipated from such splendid works in their gradual accomplishment.*

It will be observed, that the trade of HUDSON'S BAY,† though a part of Canada, has not been noticed in the preceding returns, the knowledge of the transactions of the Company is most scrupulously confined to themselves; but their employment of shipping does not exceed 4 vessels, together of nearly 2,000 tons, three of which make one voyage to Hudson's Bay direct, and the other

* The navigation of the Rideau will be completed this spring—three steam-vessels will be in operation, and contracts have been entered into for the transport of Emigrants from La Chine to ByTown, and thence to Kingston, about 250 miles, for 13s. 6d. each.

† It is a curious circumstance, that among the Directors of this most exclusive monopoly are some of the strongest advocates of Free Trade. Alas! poor human nature!

round Cape Horn to Columbia, on the north-western coast of America; from the low prices of produce and manufactures, required for their trade with the Indian hunters of their immense territory, their investments cannot be very expensive.

The extent of their import trade may be seen in the following table, from which also some approximation to its value may be made.

Importation of Skins, Furs, &c., by the Hudson's Bay Company.

	1830.	1831.	1832.	Average value.
Beaver Coat..... lbs.	1,030	1,018	800	
Parchment..... Skins				30s.
Cub..... " }	48,062	87,000	70,100	
Musquash..... "	439,510	728,000	387,000	10d.
Badger..... "	618	250	411	
Bear, black, brown, &c..... "	1,929	3,490	4,158	30s.
Cat..... "	25,595	38,200	16,347	4s. 6d.
Fisher..... "	1,445	3,400	2,970	10s.
Fox, silver and cross..... "	907			60s.
red..... "	2,338	} 4,268	4,494	} 6s.
white..... "	494			
Kit..... "	1,302	185	180	
Marten..... "	32,818	96,450	37,954	9s.
Mink..... "	9,199	22,700	9,990	3s. 6d.
Otter..... "	6,397	18,100	13,012	28s.
Raccoon..... "	33	177	372	3s. 6d.
Rabbit..... "		1,330		
Swan..... "	5,636	3,559	4,994	
Wolf..... "	2,213	3,140	6,371	3s. 6d.
Wolverin..... "	691	1,242	1,472	5s. 6d.
Castorum..... lbs.	1,244	3,000	2,707	
Isinglass..... "	540	806	1,371	
Sea Horse Teeth..... "			45	
Bed Feathers..... "	4,670	16,800	8,174	
Goose and Swan Quills..... M.	304	710	440	
Oil..... Tuns		8	3	
Tallow..... Cwt.			30	

The total number of skins in the year 1831, being 1,015,509.

Although an average value is here assumed, the same description of skins will vary from 7s. to 40s. each, according to quality and condition.

A matter deeply connected with the value of the North American provinces, and scarcely less so with the security of Great Britain, one which until lately, has almost escaped notice or regard, claims serious consideration.

NOVA SCOTIA, and part of New Brunswick, but especially the former, abounds with minerals, of which *Iron* and *Coal* are the two most valuable, especially when in juxta-position; it is fortunate too, that they are as excellent in quality as abundant in quantity. It is in NOVA SCOTIA that the *General Mining Association* are concentrating their energies: having, after an outlay of £90,000! abandoned their diamond and gold mines in the "*El Dorado*" of South America: they are now working more certain mines* of "*black diamonds*" in its more

* By late accounts, it appears that one of the Company's mines had been on fire, supposed to have been done maliciously: it was not expected to be a matter of much importance.

northern quarter. During the last year about 34,009 chaldrons of coal were sold, for which they are paid 23s. per chaldron, subject to certain discounts, according to the mode of payment, and it is expected that 100,000 chaldrons will be exported to the United States during the ensuing season. Would that the *many millions* sunk in the loans, wars, and mines of the new states "*called into existence*," by the fancied fiat of a minister, had been led into the less specious but more certain quarters for profit in our own colonies! Although, in the United States, coal exists to an unlimited extent, it is not in its nature qualified for the fuel of steam-engines; with the help of a powerful blast, it makes a hot and lasting fire, but does not generate gas in sufficient quantity or of sufficient strength for that purpose.

The price of native coal, at NEW YORK last month, was 9 dollars, or 40s. 6d. per chaldron; there can be little doubt that by the anticipated alteration in the tariff, an increased impulse will be given to the consumption of our Colonial coal.

It is to be expected that this trade with the United States will progressively and rapidly increase. One chaldron contains 44 cubic feet, while a cord of wood occupies 128 feet; and when the already scarcity, and the high price of fire wood along the most frequented tracks of the steam-boats in the United States, and the prodigious bulk of "*lumber*" required for a day's consumption in these vessels—is considered—it cannot be wondered at, that coal (good as this is) should quickly push the wood out of use.*

The John Bull steam-vessel of Montreal is of 260 horse-power, and consumes 4 cords or 512 cubic feet of wood, per hour; it performs the voyage between Quebec and Montreal, 180 miles, in 19 hours, at an expense of 4256 cubic feet, or nearly 107 tons measurement of wood, for fuel! the dead weight at 15 cwt. per cord being nearly 33½ tons. One chaldron of coal of 44 cubic feet is equal to 1½ cords of tamarack or larch wood of 224 cubic feet.

To the credit of the Canadian engineers, and their management of steam-boats, it is deserving of record, that an accident from bursting of boilers (so common and disastrous in the United States) has never occurred. The John Bull has been known to convey at one trip from Quebec to Montreal 1800 persons, and at another to have towed six vessels, amounting to 2600 tons of shipping!

Coal has been most aptly called, "*the hoarded power applicable to almost any purpose which human ingenuity can accomplish*," or still more quaintly by a French writer, "*Cette vive force en lingots*;" and the knowledge that Great Britain and France have already commenced building steam vessels of war; and the mere allusion to the probability, as well as possibility, of the power of steam being hereafter brought into active use in maritime warfare, is sufficient to shew the value and the importance of these provinces, and the necessity of retaining them at all hazards.

The *Fisheries* of Newfoundland, though not exhibited in the tables, form a most valuable part of the trade of the British American colonies. The importance of this branch of colonial and national industry has in former times been duly appreciated; but it may be feared, that our late *alteration of duties on the wines of Portugal*, and [other more recent occurrences, may have seriously endangered, if not destroyed, the peculiar privileges enjoyed by Great Britain in the markets of that country, where the produce of these fisheries has hitherto been principally consumed, and may at the same time have admitted a danger-

* The economy of fuel and of water, as well as the perfect security and reduced bulk of Ogle and Sumner's boilers, as adapted to their locomotive carriage for common roads, would render the above statement infinitely stronger.

ous rival. In a future number, I shall be happy to treat this subject more in detail, and with the consideration it deserves.

Although this essay appertains to our colonies in North America only; it does not seem out of place to glance at the immense colonial dominions of Great Britain, (dominions whereon the sun never sets!) in each hemisphere, under every climate, enjoying every variety of soil, and capable of producing and interchanging all the *necessaries of life*, of *supplying raw materials* for every description of manufacture, and, above all, of *offering the only permanent and increasing markets for those manufactures*. Is it saying too much, that foreign commerce is not *necessary* for her existence, that a system which would protect and encourage the *inter-colonial*, as well as the direct communications of the colonies, might be adopted, which would render her, if required, independent of foreign commerce, except on such terms and conditions as should not operate against the great interests of the empire.

The following Extracts from MR. (now LORD) BROUGHAM's elaborate work on our "Colonial Policy," are so apt and so interesting, that I am tempted to add them to this trifling Sketch of a part of our Colonial Trade.

UPON THE VALUE OF COLONIES,

As assisting in the means of national defence.

"It has been the policy of most of the nations possessing Colonies to encourage the breed of seamen, and the building of ships, by imposing particular restrictions upon the employment of foreign vessels and crews. No nation has adopted this plan more steadily or successfully than England. Her system of navigation laws, though at first they may have been prejudicial to the interest of her Colonies, and to the progress of her own opulence, was very soon known only by its good effects. This department of the monopoly, though dictated by a most illiberal spirit of mercantile jealousy, has been allowed by all writers, even by Dr. Smith himself, to be profitable; he states its political utility as a sufficient reason for introducing an exception to the general censure which he passes upon the restrictive policy of the mercantile system."

"The advantages of situation, assisted, no doubt, by the navigation law, have secured to Britain, since the seventeenth century, (when the Dutch possessed it) all the three circumstances of capital, industry, and marine. The establishment of a naval force is the consequence of commercial improvement.

"A government would be blameable, if it should discourage that sort of industry, the direct tendency of which is, to accelerate the progress of naval power, and should neglect those advantages which the possession of distant and fertile territories presents for the accomplishment of this object."

In respect to any capital taken from the mother country to the Colonies for their improvement, he says, "It is not withdrawn from the empire, it continues to support the productive part of the community, and, besides improving an integral, though a remote part of the state, it directly employs and maintains part of the home plantation transplanted thither; it enriches the non-resident members of the Colonies, it circulates its gains with those who return to the mother country: the produce, too, which arises from this employment of capital gives direct employment to the farmers and peasantry of the mother country; they must labour to support the sailors who circulate it, the merchants who deal in it, the manufacturers who work it up, and who create equivalents wherewith to purchase it, and in some instances, too, the Colonial labourers who are employed in raising it. The capital vested in the Colonial agriculture, encourages the agriculture of the mother country, as much as the capital employed in the different branches of domestic agriculture (stock farming, and corn farming, for example) encourage the operations of each other."

"Let it be remembered, that during the Colonial war and the late contest, Great Britain was in a state of violent hostility with almost all her customers in the nearer markets, and in a state of discontent, bordering upon a rupture with

those of the more remote parts of Europe. Had her trade been confined to the operations of the European market, to the intercourse with Holland, France, Spain, Italy, and the Baltic, each of those wars would have been exactly like the obstructions in a great artery, the amputation of an overgrown limb, which we are taught to dread as fatal."

"The acquisition of Colonial possessions is the only means by which Holland can supply the natural deficiency of territory; the cause of their instability, as it was the cause of their rise and progress. An opening for capital may thus be obtained always under the command of the state. For ages, the interests of the new settlement must be so closely connected with those of the mother country, that no separation can possibly happen; the habits of connexion, or of dependence will then be firmly rooted, and the resources of the European branch of the empire, so much exalted by the mutual benefits of their union, that the connexion may be preserved long after it has ceased to be necessary for the Colony. Even after the growth of the distant settlements shall make the scale preponderate to their side, the seat of the empire may be transferred across the Atlantic, if the jealousy of the rulers, and the factious spirit of demagogues, shall not interfere with those plain views of mutual interests, which the different branches of an empire of traders are likely always to entertain."

"The distance of the Colonies, and the length of time in communicating, fully compensate for the lowness of profit in a Colonial Trade, by encouraging the breed of seamen, essentially necessary to every member of the European commonwealth."

"The coasting trade is indeed an excellent nursery, but it is in no country sufficient to form a navy; not even in Great Britain, however extensive her sea-coast, and her internal commerce, may be; the commerce of the nearer countries in Europe, however enlarged, although the whole employed in the Colonial Trade were turned into it, would still be inadequate, and that for the following reasons:—a smaller number of sailors could man the vessels, consequently a smaller number would be employed: at any rate, the length of the voyage causes a greater price for the freight, and thus augments the fund for the support of seamen."

"A navy is necessary either for the defence of a maritime country, and the military operations which it may carry on against other states, or for the protection of its commerce: without the possession of an extensive foreign commerce, no nation can support a powerful navy, unless it remains in a state of perpetual war, or submit to an expense which none but a commercial nation can sustain."

"The settlement of a new country opens new sources of profit, creates an issue for capital which was ill employed, and renders that easy which was before difficult."

"Each nation, however, derives greater benefit from having this increasing market in one of its own provinces, than if it were situated in a foreign country."

As affording the best markets for our home manufactures.

"The state of new settlements which are always understocked in hands, and rich in land, renders them rather markets for the manufactured produce of the mother country, and causes them to make their returns in rude produce, part of which is used at home, part exported, and part sent back to the colonies."

"The Colonial Trade is a trade always increasing, and capable of indefinite augmentation, while the other branches of traffic are of necessity on the wane: it is beneficial as a Home Trade, whilst the rest are chiefly carrying trades.

"The Colonial commerce, when rightly understood, is an important branch of the Home Trade—naturally produces relations between the different parts of the empire, which render any dismemberment, or civil war, the event most of all to be deprecated, after a war among its contiguous provinces. On this very account, both parties are almost equally anxious to avoid it; and consequently a Colonial war is, next to a civil war, the most unlikely of all events. The enemies of all Colonial Trade strongly recommend the employment of capital in the commerce of the nearer countries. Yet a rupture at any time with these, is beyond all calculation more probable than a rebellion of the distant provinces. In the three centuries or more in which Colonial establishments have been adopted, there has been but a single instance of a colonial dispute that deserved notice as having terminated in the success of the Colonies; but during that time, the different mother countries have been oftener at war with each other, than in a state of peaceable intercourse."

As being essentially more valuable than a Foreign Trade.

"In general, we may conclude that new countries furnish a much more extensive market for the manufactured produce of other nations than countries well stocked with hands, and that of course the state whose empire extends over rich rising provinces, possesses within its own bosom, a much more extensive market for the produce of the industry of its other provinces, than it could obtain in any of its more contiguous districts."

"The market afforded by countries newly settled under favourable circumstances, is not only extensive and advantageous to the industry of the older provinces, *but it continually and rapidly increases.*"

"The market afforded by almost every country, at least in Europe, is also gradually extended, but *so slowly*, that any one country, whose industry and frugality is great, and whose progressive opulence in surplus commodities, of consequence is quickly augmenting, will find the demand of the European market very little greater this year than the last; not at all sufficient to continue the same inducements to new industry which were held out before, and still less calculated to accelerate the movements of labour and skill. The greatest advantage that a nation can acquire from any trade is, that the demand shall always be somewhat beyond the supply, that there may always be an inducement to activity and exertion.

"Every operation of Colonial traffic replaces two capitals, the employment and distribution of which puts in motion and supports the labour of the different members of the same state.

"The trade of London, or Liverpool, with the Baltic and Mediterranean, replaces, indeed, two capitals; but one of these only is British, the other puts in motion the industry of foreigners.

"On the other hand, the trade of Liverpool with the British West Indies or North American colonies replaces two capitals, both of which are British, and supports the industry of British subjects, in the same manner as the trade between Liverpool and Glasgow.

"In like manner the profits of a Colonial trade are all accumulated in the hands of the same people, and tend to enrich and aggrandize the same nation."

"The increasing wealth of Russia, Prussia, or Spain, can never benefit Great Britain, unless by the increasing demand for British produce which it may occasion; on the contrary, it may, and often is, turned against her wealth and power.

"The riches of the Colonies have certainly a tendency to widen the market for British produce, and can never injure the wealth or power of the mother

country. On the contrary, such an aggrandizement of the colonies is in fact an increase of the British empire, to whose general resources they will always be made to contribute, when they have sufficiently acquired the means."

"It must be remembered that a colonial trade has all the advantages of a home trade, except the quickness of the returns; it replaces two capitals, both of which support the industry and alternately augment the resources of the same community."

As being of essential value, in offering the means of emigration.

"The possession of remote territories understocked with capital and hands, is the only thing which can secure to the population of a country those advantages derived from an easy outlet, or prospect of outlet, to those persons who may be ill provided for at home."

As deserving every protection that can be given to them.

"It is absurd to represent the defence and government of the Colonies as a burthen."

"It is ridiculous for the United Kingdom to complain that she is at the expense of governing and defending her Colonial territories."

"The mother country must always be affected by every thing that affects its colonies, so long as the present colonial policy is pursued. A colony is in fact only a remote province of the empire, but it is not on that account less valuable either in itself, or as assisting and enriching the other parts of the state. Hence the councils of the state will always be more or less influenced by a regard to its Colonial possessions. Not only ought the domestic policy of the state to be made subservient in many instances to that of the Colonies, its foreign policy should also yield in the same manner to the policy dictated by the external relations of the Colonies."

"The wars which a state undertakes apparently for the defence of her Colonial dominions are in reality very seldom the consequence of her possessing those distant territories."

"I have endeavoured to shew that it is a narrow policy which would consider Colonies as separate and subservient appendages of the state—that they are integral parts of the empire which is happy enough to possess them—and that they ought to be considered as such, in all arrangements of domestic policy."

"The sophistries and cavils which political sceptics and innovators have founded, partly on a misconception of the theory, and partly on a misstatement of facts, tend directly to a degradation of the system in the eyes of superficial reasoners, and may ultimately renew a state of things from which the unassisted efforts of national heroism would be altogether unable to redeem any one community: the attacks of these men have moreover been extremely inconsistent and contradictory."

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